REVISION LETTER For Disc 24-2009 Licensed to прап. Printed on 18 Dec 2009.

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EFF DATE

Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UWUU

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ATIS also avbl in Russian on freg 124.8MHz.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn TL to read: FL49, FL59 if pressure is less than 749 mm (998.6 hPa), FL69 if pressure is less than 722mm (962.6 hPa).

Airport Information

UWUU (Ufa)

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General Info

Ufa, RUS

N 54° 33.4' E 55° 52.5' Mag Var: 11.5°E

Elevation: 448'

Public, IFR, Control Tower, Customs, Jet Starting Unit available

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 14L-32R 8255' x 161' asphalt Runway 14R-32L 12339' x 197' concrete

Runway 14L (141.0°M) TDZE 394'

Lights: Edge, ALS

Runway 14R (141.0°M) TDZE 370' Lights: Edge, ALS, Centerline, TDZ Runway 32L (321.0°M) TDZE 448'

Lights: Edge, ALS, Centerline

Runway 32R (321.0°M) TDZE 405'

Lights: Edge, ALS

Communications Info

ATIS 124.8 Non-English

ATIS 119.4

Ufa Start Tower 124.0 Secondary

Ufa Start Tower 120.9

Ufa Start Tower 119.4

Ufa Taxiing Ground Control 124.0

Ufa Taxiing Ground Control 119.0

Ufa Control Approach Control 126.0

Ufa Control Approach Control 125.3

Ufa Krug Radar 124.0

Ufa Krug Radar 120.9

Ufa Transit Operations 131.7

Notebook Info

UFA, RUSSIA JEPPESEN UWUU/UFA 〔10-2〕 STAR UFA 13 MAR 09 (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL49 119.4 448' FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (3040') GR 2, MK 2 **RWY 14R ARRIVALS** 2900, FROM EAST N54 46.1 E056 23.6 At or above FL59 D FL59 if pressure is less than 724 mm (965.2 hPa). D 112.3 RG N54 32.4 E055 53.2 **D10.5 RG** N54 41.3 E055 43.6 (RG R-318)

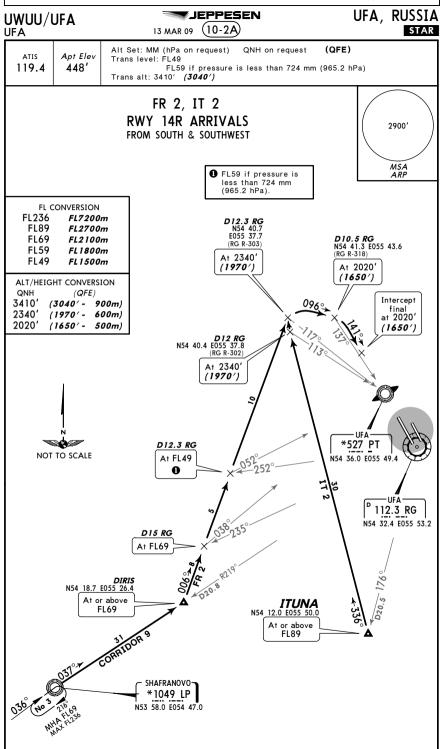
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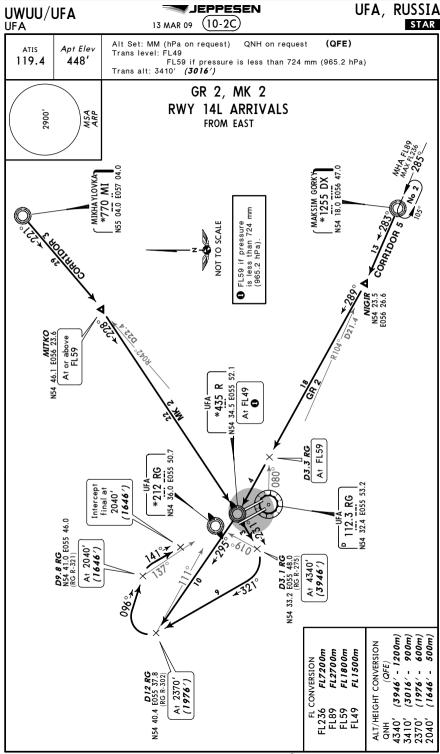
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UFA, RUSSIA **JEPPESEN** UWUU/UFA (10-2B) STAR UFA 13 MAR 09 (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL49 119.4 448' FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (3040') TG 2, TN 2 **RWY 14R ARRIVALS** FROM WEST & NORTHWEST ALT/HEIGHT CONVERSION QNH (*QFE*) 3410' (*3040' - 900m*) 2340' (*1970' - 600m*) 2020' (*1650' - 500m*) FL CONVERSION FL79 FL2400n FL69 FL2100n FL59 FL1800n FL49 FL1500n NOT TO SCALE At FL49 D30.8 RG (RG R-288) (103° brg to P D20.9 RG (RG R-280) 2° brg to PT) At FL49 380 DT N55 28.6 E054 53.6 **GOTEN**N54 47.6 E055 0
(RG R-287/D34.2) At or above FL79 • CORRIDOR 13 CORRIDOR TUGMA N54 36.9 E054 58.3 (RG R-268/D32.3) At or above FL69 **NEBUK** N55 13.7 E053 24.4

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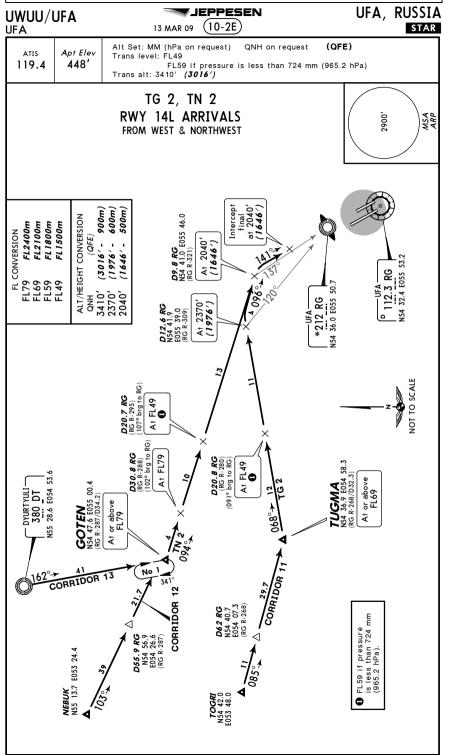
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UFA, RUSSIA JEPPESEN UWUU/UFA (10-2D) 13 MAR 09 STAR UFA Alt Set: MM (hPa on request) QNH on request (QFE) Apt Elev ATIS Trans level: FL49 448' 119.4 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (3016') FR 2, IT 2 **RWY 14L ARRIVALS** 2900' FROM SOUTH & SOUTHWEST FL59 if pressure is less than 724 mm MSA ARP (965.2 hPa) **D12.6 RG** N54 41.2 E055 37.7 (RG R-304) **D9.8 RG** N54 41.0 E055 46.0 FL CONVERSION FL236 FL7200m (RG R-321) At 2370' FL89 FL2700m (1976') At 2040' FL69 FL2100m (1646')FL59 FL1800m FL49 FL1500m Intercept 0960 final at 2040' ALT/HEIGHT CONVERSION N54 40.4 E055 37.8 (RG R-302) (1646')(QFE) QNH 3410' (3016' - 900m) 2370' (1976' - 600m) At 2370 (1976')2040' (1646' - 500m) *212_RG N54 36.0 E055 50.7 D12.3 RG At FL49 NOT TO SCALE 0 -UFA 112.3 RG N54 32.4 E055 53.2 D15 RG At FL69 DIRIS N54 18.7 E055 26. At or above FL69 **ITUNA** At or above SHAFRANOVO-FL89 *1049 LP N53 58.0 E054 47.0

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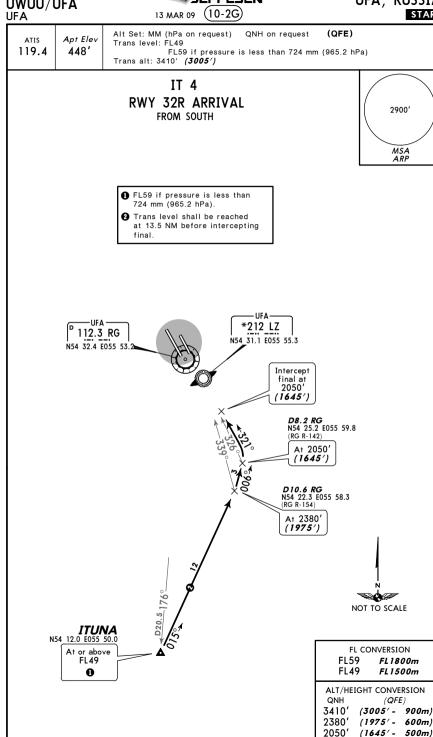
UFA, RUSSIA JEPPESEN UWUU/UFA (10-2F) STAR UFA 13 MAR 09 (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL49 448' 119.4 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (3005') GR 4, MK 4 **RWY 32R ARRIVALS** 2900' FROM EAST MSAMIKHAYLOVKA *770 MI N55 04.0 E057 04.0 NOT TO SCALE **AGLOT** N54 39.5 E056 29.3 At FL59 112.3 RG N54 32.4 E055 53.2 -061° D22.1 *212 LZ N54 31.1 E055 55.3 Intercept **D11.5 RG** N54 24.9 E056 08.0 (RG R-121) final at 2050' MAKSIM GORKY (1645')*1255 DX At 2380' N54 18.0 E056 47.0 (1975')**D8.9 RG** N54 25.2 E056 02.1 (RG R-134) At 2050' (1645')FL CONVERSION FL236 FL7200m FL89 FL2700m FL59 FL1800m 1 Trans level shall be reached at FL49 FL1500m 13.5 NM before intercepting final ALT/HEIGHT CONVERSION QNH (QFE) 3410' (3005' - 900m) (1975' - 600m) 2050' (1645' - 500m)

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UFA, RUSSIA JEPPESEN UWUU/UFA 13 MAR 09 (10-2G) STAR UFA



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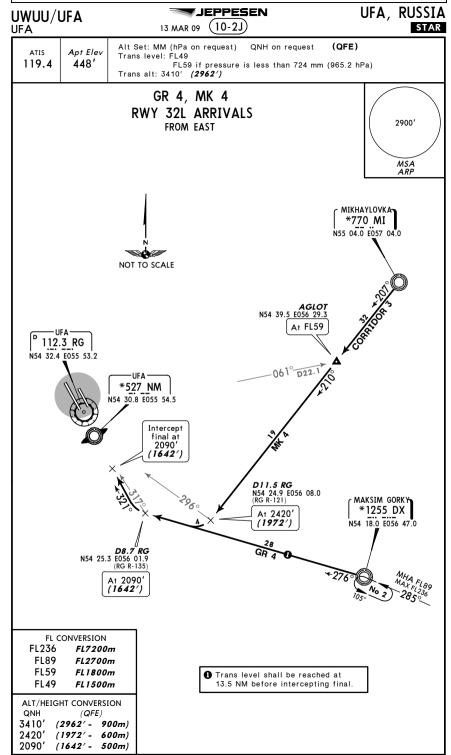
UFA, RUSSIA JEPPESEN UWUU/UFA (10-2H) 13 MAR 09 STAR UFA Alt Set: MM (hPa on request) QNH on request (QFE) Apt Elev ATIS Trans level: FL49 448' 119.4 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (3005') TG 4, TN 4 **RWY 32R ARRIVALS** 2900, FROM WEST & NORTHWEST *212 L At 2380' (1975') D 112.3 RG 112.3 RG N54 32.4 E055 53 **D15.8 RG** N54 35.2 E055 26.6 (RG R-271) (093° brg to LZ) Between FL79 & FL69 At FL79 D12.4 RG At FL59 **GOTEN**N54 47.6 E055 (RG R-287/D34.2 At or above FL79 CORRIDOR 13 380 DT N55 28.6 E054 53.6 FL 79 FL69 FL69 FL59 FL49

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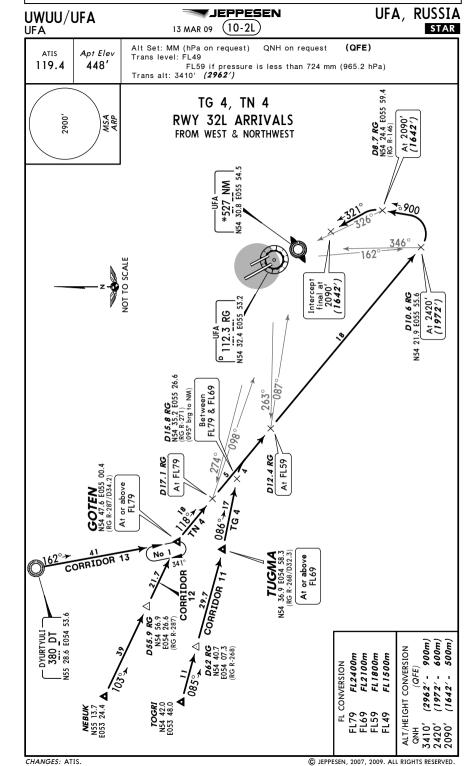
UFA, RUSSIA JEPPESEN UWUU/UFA (10-2K) 13 MAR 09 STAR UFA (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL49 119.4 448' FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3410' (2962') IT 4 RWY 32L ARRIVAL 2900' FROM SOUTH MSA ARP 1 FL59 if pressure is less than 724 mm (965.2 hPa). ? Trans level shall be reached at 13.5 NM before intercepting final 112.3 RG N54 32.4 E055 53.2 *527 NM N54 30.8 E055 54.5 Intercept final at 2090' (**1642**') **D8.7 RG** N54 24.4 E055 59.4 (RG R-146) At 2090' (1642')**D10.6 RG** N54 22.3 E055 58.3 (RG R-154) NOT TO SCALE At 2420' (1972')D20.5 176° **ITUNA** N54 12.0 E055 50.0 FL CONVERSION At or above FL49 FL59 FL1800m 0 FL49 FL1500m ALT/HEIGHT CONVERSION (QFE) (2962' - 900m) 3410' 2420' (1972' - 600m) 2090' (1642' - 500m)

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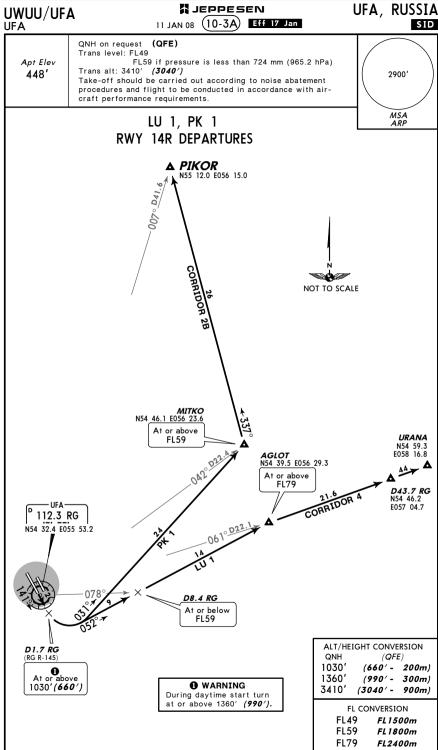
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FL2700m

CHANGES: TIVOR replaced by TUMOR.

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FL69

FL89

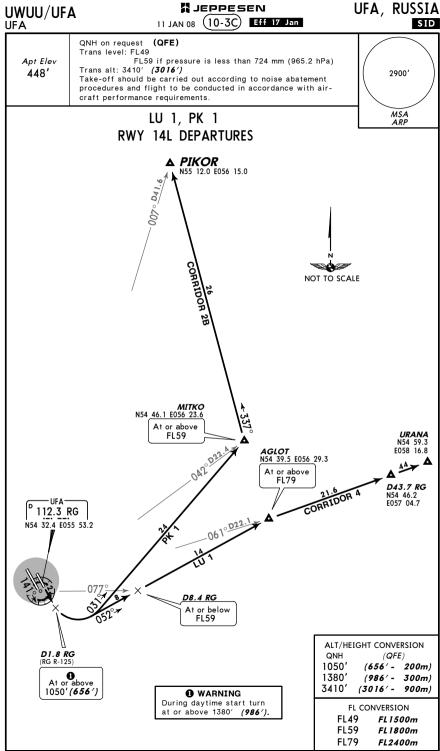
FL2100m

FL2700m

CHANGES: TIVOR replaced by TUMOR.

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M JEPPESEN



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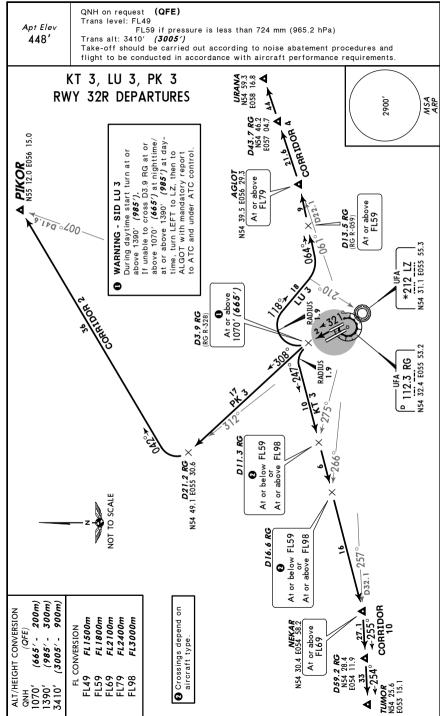
UFA, RUSSIA I JEPPESEN UWUU/UFA (10-3D) Eff 17 Jan SID 11 JAN 08 UFA QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 724 mm (965.2) Trans alt: 3410' (3005') Apt Elev 448' 2900' Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements. MSA ARP DR 3, FR 3, IT 3A, IT 3B **RWY 32R DEPARTURES** - DYURTYULI⁴ 380 DT N55 28.6 E054 53.6 (RG R-319/D66) • WARNING - SID IT 3B During daytime start turn at or above 1390' (985'). **SULEK**A N54 51.2 E055 27.4 **D3.9 RG** (RG R-328) At or above 1070' (665') ALT/HEIGHT CONVERSION (QFE) (665' - 200m) 1070' RADIUS 1390' (985' - 300m) 1.9 3410' (3005' - 900m) **D4.9 RG** N54 33.3 E055 45.0 FL CONVERSION At or above FL59 FL49 FL1500m 112.3 RG FL59 FL1800m N54 32.4 E055 53.2 FL69 FL2100m 162 *212 LZ N54 31.1 E055 55.3 At or above FL59 **DIRIS** N54 18.7 E055 26.4 At or above FL69 At or above SHAFRANOVO-*1049 LP N53 58.0 E054 47.0 NOT TO SCALE

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UFA, RUSSIA MJEPPESEN $\underset{\mathsf{UFA}}{\mathsf{UWUU}}/{\mathsf{UFA}}$ (10-3E) Eff 17 Jan 11 JAN 08



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UFA, RUSSIA **MALEPPESEN** UWUU/UFA (10-3G) Eff 17 Jan UFA 11 JAN 08 QNH on request (QFE) Trans level: FL49 Apt Elev FL59 if pressure is less than 724 mm (965.2 hPa) 448' Trans alt: 3410' (2962') Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements. KT 3, LU 3, PK 3 **RWY 32L DEPARTURES D43.7 RG** N54 46.2 E057 04.7 **PIKOR** N55 12.0 E056 15.0 AGLOT N54 39.5 E056 29.3 At or above FL79 At or 1110' (D 112.3 RG FL59 or below or or above 0 ₹ ₹ FL59 **©** ≥ þ 9 9 ¥ ¥ ALT/HEIGHT CONVERSION QNH (QFE) 1110' (662'- 200m) 1440' (992'- 300m) 3410' / 200. At or above FL69 FL49 FL59 FL69 FL79 FL79

CHANGES: TIVOR replaced by TUMOR.

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UWUU/UFA Apt Elev 448' N54 33.4 E055 52.5 UFA, RUSSIA **JEPPESEN** (10-9)13 MAR 09 **UFA** ATIS UFA Taxiing (GND) Start (TWR) 120.9 119.4 119.0 10% 522' f **∆**^{515′} e Lctr ⊚ FOR PARKING POSITIONS AIS Elev 370 MET 505 516 H (Main Twy) 545' 504' Taxiing, towing and engines start-up without clearance from taxiing controller prohibited. Birds. Elev 448' Lctr Lctr • 616[']

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JEPPESEN

UWUU/UFA 13 MAR 09 (10-9A)

Run-up posn AIS NOT TO SCALE	INS COORDINATES					
MET INTERNATIONAL	STAND No.	COORDINATES				
TERMINAL	1	N54 34.1 E055 52.9				
TERMINAL	2 thru 5	N54 34.0 E055 52.9				
TERMINAL TERMINAL	6, 7	N54 34.0 E055 53.0				
A	8 thru 10 14, 15	N54 33.9 E055 53.0 N54 33.8 E055 53.1				
D 26	14, 13	N34 33.6 E033 33.1				
HANGAR Parking	16 thru 18	N54 33.7 E055 53.2				
P area	19 thru 22	N54 33.7 E055 53.1				
	23 24 thru 26	N54 33.8 E055 53.1 N54 33.8 E055 53.0				
	28 thru 30	N54 33.9 E055 52.9				
HANGAR 38 CO Reserved	20 1111 0 00	1134 00.7 2033 32.7				
HANGAR J	31, 32	N54 33.9 E055 52.8				
2 38	33	N54 34.0 E055 52.8				
Reserved stands						
HANGAR 38 Reserved stands						
7						
H (Main Twy)						

GENERAL
Rwy 14R is approved for CAT II operations, special aircrew and acft certification required.
Acft stands are used for parking of helicopters.

	ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS									
		— LANDING								
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH				
14L 32R	HIRL (57m) HIALS PAPI-L (angle 2.66°)	RVR		7271' 2216m 7107' 2166m		161' 49m				
14R 32L	HIRL (60m) CL (15m) HIALS-II TDZ HIRL (60m) CL (15m) HIALS	RVR RVR		11,348′ <i>3459m</i>		197' 60m				
19						328′ 100m				
23						328′ 100m				
32						328' 100m				

	TAKE-OFF								
П	AIR CARRIER (JAA)								
Ш	Rwy 14R/32L	AII	Rwys						
	LVP must be in force	LVP must be in force LVP must be in force RCLM (DAY only)							
Ш	RL & CL	RCLM (DAY only) or RL							
A B C	200m (150m)	250m	400m						
D	250m (200m)								

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UWUU/UFA

3 JEPPESEN 17 AUG 07 10-9X JAA MINIMUMS UFA, RUSSIA UFA

					UFA				
STRAIC	HT-IN RWY	Α	В	С	D				
14L	ILS	594 ′(200′)	594 ′(200′)	594 ′(200′)	594 ′(200′)				
		R550m	R550m	R550m	R550m				
ALS out		R1000m	R1000m	R1000m	R1000m				
			N	TC					
			AUTH	ORIZED					
	2 NDB	770 ′(376′)	770 ′(376′)	770 ′(376 ′)	770 ′(376 ′)				
		R900m	R1000m	R1000m	R1400m				
	ALS out	R1500m	R1500m	R1800m	R2000m				
14R	CAT II ILS	470 ′(100 ′)	470 ′(100 ′)	470 ′(100 ′)	470 ′(100′)				
		RA 113′ R350m	RA113′R350m	RA113′R350m	RA113′ R350m				
	ILS	570 ′(200′)	570 ′(200′)	570 ′(200′)	570 ′(200′)				
		R550m	R550m	R550m	R550m				
	ALS out	R1000m	R1000m	R1000m	R1000m				
	LOC	NOT							
		AUTHORIZED							
	2 NDB	680 ′(310′)	680 ′(310′)	680 ′(310 ′)	680 ′(310 ′)				
		R900m	R1000m	R1000m	R1400m				
	ALS out	R1500m	R1500m	R1800m	R2000m				
32L	2 NDB	810 ′(362′)	810′(362′)	810 ′(362′)	810 ′(362′)				
		R900m	R1000m	R1000m	R1400m				
	ALS out	R1500m	R1500m	R1800m	R2000m				
32R	ILS	605 ′(200′)	605 ′(200′)	605 ′(200′)	605 ′(200′)				
		R550m	R550m	R550m	R550m				
	ALS out	R1000m	R1000m R1000m		R1000m				
	LOC	NOT							
			AUTH	ORIZED					
	2 NDB	800 ′(395′)	800 ′(395 ′)	800 ′(395′)	800 ′(395 ′)				
		R900m	R1000m	R1000m	R1400m				
	ALS out	R1500m	R1500m	R1800m	R2000m				

T/	TAKE-OFF RWY 14R, 32L								
	Approved Operators								
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	125m	150m	200m	250m	400m	500m			
D	150m	200m	250m	300m					

TAKE-OFF RWY 14L, 32R		
LVP must be in Force	1	
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	400m	500m
D 300m		

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UWUU/UFA JEPPES					PESEN	ı			UF	٩.	RUS	SIA
UFA	00/01 A		13 MAR	09 (1	1-1)		ILS	or 2	NDB	Ŕ۱	WV	14L
Ė	ATIS	UFA Con	trol (APP)	UFA Krug	(Radar/TWR)		UFA Star				ound	
	119.4	126.0	125.3	1	20.9		120).9		11	9.0	
	LOC		G	s	ILS				1			$\overline{}$
١,	IRG	Final		DM C	DA(H	,	١	. 440	, /	/		
	108.3	Apch Crs		(689′)	594'(20		1	lev 448	- 1 \	2	900') [
	NDB RG	141°		oum Alt DMI	NDB MDA (RV	vy 394 ′	´ \			/ 1
	*212		1090'	(696′)	770′(<i>3</i>					MS	\overrightarrow{A} \overrightarrow{AR}	$_{P}$
MIS	SED APCH: C	Climb on 141°	to 1050'	(656') c	r above t	o D1.	8 RG,	, then tu	ırn LE	FT o	nto	
102	l° climbing	to FL 69 to j	oin holdin	ıg No. 2	over DX	NDB,	or by	ATC: A	fter c	ross	ing	
יוטן. לים ל	.8 KG at 10 2370'/ <i>1976</i>)50' <i>(656')</i> or '), then as d	apove fui irected	rn RIGH	i with ra	aius :	2.2 N/	w onto 3	021 0	ıımı	oing	
Duri	ng daytime ir	nitiate turn towa	ards holding			6′) or a	bove.					
Alt	Set: MM (hPa	on req)	QNH on re		Tran	s level	: FL 49		ns alt:		_	
		33	(,)	9.8/	1 FL 59,	if pres		ALT/H QNH	IEIGHT	CON'		ON
		0960	\	-321 RO	965.2		2411111	3410′	(30	•	90	0m)
	7	. ▼ _		2040′ <i>1646′)</i>			4	2370′			60	,
- 54-4 D 1	° 2.0/ /	983'	-4		ILS_			2040′ 1380′		16′ - 36′ -	30	0m) 0m)
	2.0/ 302 RG	\		(14	1 <u> * 1</u> 0	8.3 I	RG)	1090'	•	96′-		0m)
	2370'	'//	· ~ •	\bigvee	1			1050′			20	
(1	976′)	į			_			890′ 730′	•	96′ - 36′ -		0m) 0m)
/		$\neg i $	~		*	212	RG	630'	•	36′-		0m)
	{ {						•				-	
	U	1				*435	R					
		9921		1		1,2,5) (
		882′	1	/	1/7/	D .	—ufa- I 12.3	RG			56-1	0
Or	final under	autopilot btn						<u>::•</u>	M		APPRC IX	ACH
89	0'(496 ')and	730 ′ (<i>336′</i>)	1		W.	0	_D1.	0/	M		M GO	RKY
	pect an actt to 5° of shor	bank fluctuatior t duration.	' \		X			25 RG		*12	55 DX	
54-3	0		_ <i>\</i>		Ī	·					′R-10. ▼	4 RG
			يې		į	•	10	2°.	102		2	850
		849' •		0		` / _				7	10	~ I
		55-40		55-50	BY	Turi	n radiu: 56-00	s 2.2 NM			1050	ا ۾ ا
		33,40	1011	33,30				NDB apch:		HOIC	ding N	10. 2
		G	L <u>O</u> M 1083′(689	1/1		LММ		Pass LMM		low 6	530' (2	236′).
	2	2040		,	GS	62 <u>3′(</u> 22	29′)					
		646')	10									
	intercept final											
		NDB 1090	•		\mathbf{M}		TCI	H 49'				
		(696		1	7			RIA	/Y 14L	39/	1′	
			2.3		,	0.6	0		, , , , ,	<u> </u>	•	
	speed-Kts	70	90 100	120 14	0 160		HIALS	1050	′ i		Ι_	
	GS 2.67° or Descent Gradi	ent 4.7% 336	433 481	577 67	3 769	PA	PI <u>=</u>	(656)	én 1	41°		1.8 ∣ ≀G
	0.001							A	ł			
	STRAIGHT-IN LANDING RWY 14L ILS LOC (GS out) NDB											
l		ls)4' <i>(200')</i>	LO	C (G2 00	''	MDA		ов '0 <i>'(376</i> '	⁄)			
L-	FULL	ALS out				.,,,,,	, , , ,	ALS				
Α												
В						130	0m					
С	RVR <i>720m</i> VIS <i>800m</i>	1200m	AU	NOT THORIZEI	,	_		2100	0m			
Н			, , ,		·	1700m		\dashv				
D				170	υm							

UFA. RUSSIA JEPPESEN UWUU/UFA (11-2)ILS or 2 NDB Rwy 14R 13 MAR 09 UFA ATIS UFA Control (APP) UFA Krug Ground 119.4 126.0 125.3 120.9 120.9 119.4 by ATC 119.0 LOC GS ILS IPT LOM DA(H) Final Apt Elev 448 *110.3 961′(591′) 570'(200') Apch Crs 2900' NDB Minimum Alt NDR RWY 370' 141° LOM MDA(H) РΤ 970'(600') 680'(310') *527 MSA ARP MISSED APCH: Climb on 141° to 1030' (660') or above to D1.7 RG, then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by <u>ATC: Af</u>ter crossing D1.7 RG at 1030' (660') or above, turn RIGHT with radius 1.9 NM onto 321° climbing to 2340'(1970'), then as directed. During daytime initiate turn towards holding No. 2 at 1360' (990') or above. Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans level: FL 49 1 Trans alt: 3410' (3040') ALT/HEIGHT CONVERSION D10.5/ 1 FL 59, if pressure (QFE) R-318 RG is less than 724mm 3410' (3040' - 900m) (965.2 hPa). at 2020 2340' (1970' - 600m) (1650') - 54-40 980' 2020' (1650' - 500m) 1360' (990' - 300m) D12.0/ 1130 1030' (660' - 200m) R-302 RG 141° *110.3 IPT 970' (600' - 180m) at 2340 600' (230' - 70m) (1970')*527 PT *1215 P 112.3 RG 56-10 MISSED APPROACH MAKSIM GORKY D1.7/ *1255 DX R-145 RG D34.6/R-104 RG - 54-30 849 Turn radius 1.9 NM 55-40 55-50 56-00 Holding No. 2 NDB apch: LOM LMM Pass LMM not below 600' (230') 20201 GS961'(**591**') GS 600'(230') 141 (1650 intercept final 970 TCH 51' (600') RWY 14R 370' 1.9 0.6 Gnd speed-Kts 70 90 100 120 140 160 HIALS-II 1030 ILS GS 2.67° or (660')i or above 1141° D1.7 433 577 673 336 481 NDB Descent Gradient 4.7% RG STRAIGHT-IN LANDING RWY 14R LOC NDB ILS (GS out) DA(H) 570'(200') MDA(H) 680'(310' TDZ or CL out ALS out ALS out RVR 1500n NOT 1200m VIS 1600m 1200m AUTHORIZED RVR 1500m VIS 1600m

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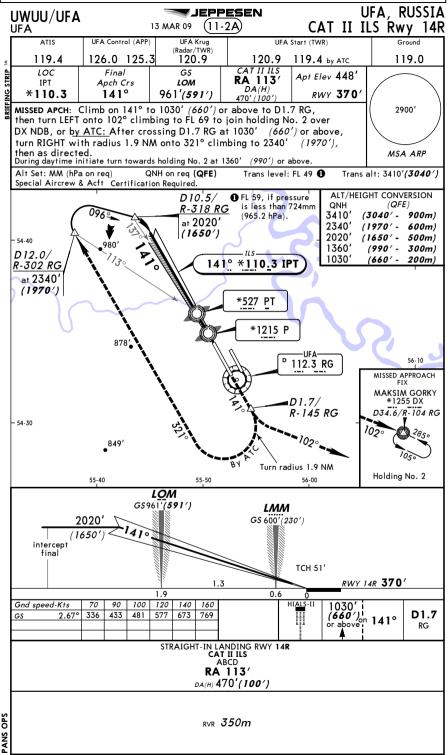
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JEPPESEN UFA. RUSSIA UWUU/UFA ILS or 2 NDB Rwy 32R 13 MAR 09 (11-3)UFA UFA Start (TWR) ATIS UFA Control (APP) UFA Krug (Radar/TWR) Ground 119.0 119.4 126.0 125.3 120.9 120.9 LOC GS ILS ILZ LOM DA(H) Final Apt Elev 448' *109.1 995'(590') 605′(**200**′) 2900' Apch Crs NDB NDB Minimum Alt RWY 405' 321° LOM MDA(H) *212 1000'(595') 800'(395') MSA ARP MISSED APCH: Climb on 321° to 1070' (665') or above to D3.9 RG, then turn LEFT onto 282° climbing to FL 79 to join holding No. 1, or by ATC: After crossing D3.9 RG at 1070'(665') or above turn LEFT with radius 2.2 NM onto 141° climbing to 2380' (1975'). then as directed. Alt Set: MM (hPa on reg) QNH on rea (QFE) Trans level: FL 49 1 Trans alt: 3410'(3005') MISSED APPROACH FIX ALT/HEIGHT CONVERSION (QFE) D3.9/ (3005 - 900m) 3410' R-328 RG 2380' (1975' - 600m) 2050' (1645' - 500m) (665' - 200m) 1070' **GOTEN** Turn radius 1000' (595' - 180m) [□] 112.3 RG D34.2/R-287 RG 2.2 NM 590' (185' -55m) Holding No. 1 1 FL 59, if pressure is less than 724mm *435 L (965.2 hPa). *212 LZ 54-30 849' 321° *109.1 ILZ 350 D10.3 - 54-25 R-163 RG D8.2/ at 2380' R-142 RG (1975')at 2050' (1645') 55-40 55-50 56-10 LOM NDB apch: NDB 2050 LMM Pass LMM not below 590' (185'). 1000 GS 585'(180') 321° (595')intercept GS995'(**590**') TCH 51 RWY 32R 405' 0.5 1.9 Gnd speed-Kts 90 100 120 140 160 70 (665') on 321° D3.9 ILS GS 2.67° or 433 577 673 336 481 NDB Descent Gradient 4.7% STRAIGHT-IN LANDING RWY 32R LOC (GS out) DA(H) 605'(200') MDA(H) 800'(395') ALS out ALS out FULL 1400m RVR 720m NOT 1200m 2200m VIS 800m **AUTH** 1800m

CHANGES: ATIS freq.

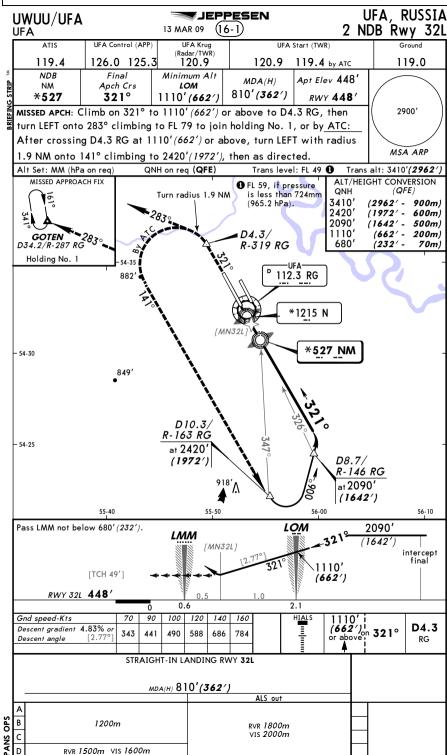
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